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WHITEAWAY'S

STRIKES IN JAPAN.

NEARLY 900 LABOUR DISPUTES IN A YEAR.

Labour disputes in Japan during last year, according to official figures, numbered 893, or nearly 2.5 per day. These figures must put Japan well in the running with Australia as the champion country in the matter of labour disputes. According to the latest investigation by the Home Department these 893 disputes involved 170,880 people. Of these troubles 650 cases, involving 112,861, were settled before recourse was had to strikes, while the remaining 243 cases, involving 58,019, were more serious disputes in which the issues were finally put to the arbitrament of the strike. The strikes occurring last year are classified as follows according to the kinds of occupation the strikers followed:—

Strikes.	Partici-
pants.	
Miners	15
Spinning	20
Dyeing and weaving	21
Machine and metal	30
Shipyards	10
Ceramic	11
Chemical	49
Carpenters and sawyers	13
Coolies and stevedores	27
Salt-field workers	7
Seamen	10
Others	21
Total	246

The causes of the strikes are given in the following table:—

Strikes.	Partici-
pants.	
Demand for increase of wages	97
Opposition to reduction in wages	38
Demand for better treatment	56
Hostility against overseers	13
Other causes	28
Total	246

Of these strikes the one at the Ishikawajima Shipbuilding Yard in Tokyo which broke out in October lasted the longest. It lasted 41 days, and in this strike 88,000 workers participated. The strikes at the Kawasaki and the Mitsubishi Shipbuilding Yards in Kobe were also among those of a long duration. Both lasted 34 days. How these troubles were settled is shown in the following table:—

Case.	Partici-
pants.	
Compromise	140
Demands accepted	123
Demands withdrawn	44
Demands rejected	37
Still unsettled	2
Total	246

BRITISH LEGATION AND SALT ADMINISTRATION.

SIR RICHARD GAMBLE'S SUCCESSOR.

In reply to enquiries at the British Legation regarding a press agency article of April 20th on the subject of the Salt Administration, Reuter was informed as follows:—

The attitude of the British Minister is based on the notes and minutes on record in the Waichiaopu at the time when the Salt Administration was reorganised in its present form in the Spring of 1913. The Acting Minister of Finance, having overlooked the existence of these documents, obtained the consent of a certain gentleman to be appointed as Acting Associate Chief Inspector with reversion to a substantive post in the event of Sir R. Gamble's resignation, unknown to His Majesty's Minister. The latter has drawn the attention of the Waichiaopu to the documents in question wherein it is clearly shown that such appointments will be made in agreement with the Legation concerned.

The British Minister has never wished to advance the claims of any particular individual against the desire of the Chinese Government. His only interest is in friendly agreement with the Chinese Government to assist in finding the most suitable candidate for this very important and responsible position.

It appears that the Chinese Government had decided to appoint Mr. F. C. Rose, formerly of the Indian P.W.D., and latterly to the Chihli River Conservancy, with reversion to the substantive post in the event of Sir Reginald's resignation. This was done without the knowledge of Sir Reginald, although at the time of the reorganization of the Gabelle it was quite clearly laid down that it is for the Inspector-General to submit the name of an acting substitute, while a substantive appointment can only be made with the approval of the British Minister.

SHANGHAI BANKERS PAY A TRIBUTE TO SIR R. GAMBLE.

The Shanghai Bankers' Association has sent the following telegram to Sir Reginald Gamble, associate chief inspector of the Salt Revenue, Peking:—

The Government has of late years issued a number of Treasury Certificates and bonds which are largely secured on the salt revenue surplus. The banking community feels grateful to you for your valuable service rendered during your tenure of office in upholding the credit of the issues. It is with great regret and anxiety that we learn of your resignation. You are earnestly requested to hand over to your successor the complete record of the various issues and inform him of the detailed facts concerning them so as to protect effectively the interest of the parties concerned and consummate what was initiated by you.

CORRESPONDENCE.

THE PROBLEM OF MACAO.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR.—Mingled with astonishment and indignation, I saw in your well-known paper a special article, full of barbarism, written by somebody who without the least consideration, overlooking the strong friendship and sacrifices that Portugal made to her oldest ally—Great Britain—threw, in a British paper, the biggest insult that can be imagined, hurting the feelings of a nation which, to my understanding, brought light to the whole world. Notwithstanding the big downfall she has suffered, she is still in the same standard with all the leading and civilised countries; witness the recent transatlantic flight from Lisbon to Brazil, almost completed, which was done without any help.

Macao, this beautiful city, has been for 400 years in legal possession of the Portuguese nation, and I hope that she will never be in any other nation's hands, such as the writer seems to urge in the second hypothesis of his poor opinion. If, by chance, political emergencies force us to adopt the first hypothesis of the writer, he can be assured that every Portuguese in China will fight till his last cartridge is expended and the last drop of their blood is shed. We will defend this small, but beloved Portuguese Colony, if it were not for us, probably Hongkong would never have been in the possession of Great Britain.

To elucidate the point, the writer can have a look at the files of Hongkong and Macao, and then surely he will change his opinion which, I am sorry to say, is very poor. Besides it is not extraordinary that such suggestions should be presented when the important harbour works are in a good stage of progress and work on the shelter for ocean-going steamers is about to be started?

If we are wrong, as was considered a few years ago, to include in our revenue the commerce of opium, why does not British India cease to export it? It is known that opium is not a product of Macao?

Again, if the writer, so anxious for the protection and friendship of China (may be in gratitude for the latest strike) wishes to protect them from this vice, why does he not suggest that Japan, Persia, Netherlands Indies, Kwong-chow-wan and even Hongkong should not maintain such revenue? Or does he wish that, following Macao, the two last of the above-mentioned places be Treaty ports with the establishment therein of the Chinese Customs?

Thanking you earnestly for the publication of this—I remain, yours faithfully,

ARTHUR CARMONA.

Macao, May 3rd, 1922.

ATTEMPTED SEIZURE OF FOREIGN GOODS.

AN INCIDENT AT PEKING.

An attempt was made by an officer of Chang Tso-jin's, stationed in the Peking-Mukden Railway Station (Chiemmen) at Peking on the 19th inst., to seize a carload of Dodge truck chassis consigned to E. W. Frazar & Co., Peking, by that firm's Tientsin office. Mr. McPherson, of the Peking Office, upon attempting to unload the trucks, upon which half-payment had been made when purchased at Tientsin by a Chinese merchant who plans to open a commercial motor service in Shansi, found his coolies stopped by this military officer. After some hours of effort Mr. McPherson got into touch with the man who told him that since the trucks were ultimately destined for a point down the Peking-Hankow line they must be going to Wu Pei-fu, and that the Fengtien army would have to confiscate them. The officer paid no heed to the American manager's representations that the trucks were not yet paid for in entirety, were still foreign property, and were consigned not to any Chinese or any point upon the Peking-Hankow line but to the Peking office of the American firm. McPherson was ultimately compelled to resort to the threat to make the case a diplomatic one. Naturally a Chinese attempt to commandeer foreign goods upon the Peking-Mukden railway in particular, upon which foreign traffic is guaranteed unhindered transit by the Protocol, is a severe treaty-breach. At five o'clock yesterday afternoon the officer, after consultation with higher authorities, decided that it was wise to give in, and the coolies got the trucks off and safely in Frazar's garage by dark. It is expected, however, that the Mukden agents will seize them the moment the purchaser after having made the last half-payment, takes them off the foreign premises.—P. and T. Times.

THE METHOD OF MOUNTING

spectacle glasses is of the greatest importance," writes Dr. C. Hartbridge, F.R.C.S., Ophthalmic Surgeon and Lecturer on Ophthalmic Surgery to the Westminster Hospital, "they must be accurately centred in frames that are light, strong, and fit well, otherwise the good effect of the most carefully chosen correction may be entirely frustrated by a faulty position of the glasses, or even a fresh source of eye-strain may be introduced." The Hongkong Optical Co., successors to Clark & Co., Refracting and Manufacturing Opticians, located in 63, Queen's Road, Central, have the equipment and instrument to adjust your spectacles to a nicety.—ADVT.

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FOREIGN POSTAL AGENCIES
IN CHINA.HONGKONG G.P.O. TO WIND UP
BRITISH AGENCIES.

Hongkong will have a good deal to do, this year, with carrying into effect one of the decisions of the Washington Conference, the abolition of the foreign post offices in China. Great Britain, France, Japan and America are the four Powers which have such offices at the present time and they have agreed, in deference to the wishes of China, to give them up as from the end of 1922. A representative of the Daily Press gleaned some interesting information on this subject, yesterday, from Mr. S. B. C. Ross, the Postmaster General of Hongkong.

The Japanese have the largest number of these offices—22—and the United States have only one—at Shanghai. Great Britain has ten; it has also Wei-hai-wei which is in a somewhat different case. Although it is run as an agency, that office is in British territory and not in China. The others are British administrations in a foreign country. Wei-hai-wei Post Office is run under the control of London Post Office. Taking them from south to north, the British postal agencies are at Hohow, Canton, Swatow, Amoy, Foochow, Shanghai, up the Yangtze, Ningpo, Hankow, Chong and Tientsin.

A PART OF HONGKONG POST OFFICE.

Up to 1910 British postal agencies in China were a part of the Hongkong Post Office but in that year they were transferred to London control; any profit would then go to London and any loss would be borne by London. At that time, on the charges made, losses were inevitable and it was agreed that Hongkong might not have to bear expenses which were obviously an Imperial charge. However, Hongkong did not make the treaty by which the postal agencies were established. The Great Powers wanted these arrangements made because, in these days, China had no organized system of posts; only a somewhat antiquated system of internal posts—and she did not belong to the Postal Union. Under the Treaty of Tientsin provision was made by which post offices could be opened at the regular agencies for consular and other mails.

CHINA IN THE POSTAL UNION.

In 1914, four years after Hongkong succeeded in throwing off its responsibility for the British postal agencies up and down China, that country joined the Postal Union and the Chinese Post Office became a fully fledged organization. It has, indeed, been singularly efficient. China owes her Post Office, like her Customs, to foreign initiative and management. The resolution passed at the Washington Conference stipulates that the Co-Director-General, Mr. H. Picard-Destelan, shall be retained and make the stipulations to secure continuity in the Chinese Post Office when the foreign postal agencies cease to exist. As the Chinese Post Office is self-governing and makes its own financial arrangements, it is quite independent of the clash of North and South or of any of the warring sections in China; it is not affected, for example, by the present difficult situation. The Commissioner in each province is a foreigner.

As its Post Office is so exceedingly efficient, China naturally felt it an affront that these foreign postal agencies should exist. The only other country in the world which has them is the Levant. Turkish posts are so notoriously inefficient that all the Powers, under the Capitulations, insisted on having postal agencies, and these are still in existence.

TRAVELLING UP POSTAL RATES.

Before 1914, persons using British post offices in China were able to send letters to England at the British domestic rate; that is to say, a letter could be sent from Shanghai to London for four cents; whereas, to send a letter from a place just outside Shanghai having no British postal agency would cost 10 cents. When China joined the Postal Union, however, British postal agencies could not under the Chinese Post Office in its own country and the foreign rate was raised to 10 cents in consequence with the Chinese foreign rate. It now costs just the same from Shanghai to send a letter to England from Shanghai whether it is entrusted to the British postal agency or to the Chinese Post Office.

In 1914, therefore, one of the few remaining advantages of the postal agencies was removed. When they are withdrawn at the end of the year, no one in China will have to pay more than they do at the present moment.

MOST EXPENSIVE POSTAL ROUTE IN THE WORLD.

The increased charges made at the postal agencies in 1914, when China joined the Postal Union, have had the effect of making the postal agencies pay. In other words, after bearing the burden of the lean years, Hongkong handed over the management to London only a few years before higher rates converted losses into profits. But then, it was not foreseen, in 1910, that China would be ready to join the Postal Union by 1914. Before that date, the postal agencies lost money on all the four-cent mail and at that period there were very large mails going across Siberia—the most expensive postal route in the world.

For purposes of postal arrangements, by the way, China does not count as a "foreign" country to the British postal agencies in China. There is a special agreement, as there is between Canada and the United States and between China and Japan and as has been proposed between France and the United Kingdom, whereby each country communicates with its neighbour at the domestic rate.

(Continued at foot of next column.)

LOCAL LABOUR QUESTIONS.
SETTLEMENT WITH THE TALLY
CLERKS.

The Secretary for Chinese Affairs (the Hon. Mr. E. R. Hallifax) yesterday issued the terms of an agreement reached with the Tally Clerks' Association which was one of several labour organisations to present wages demands at the end of March. The agreement reached is in the following terms:—

- 1.—6 a.m. to 6 p.m. with two hours off for meals shall count as one day.
- 2.—6 p.m. to 12 midnight with one hour off for meals shall count as one day.
- 3.—12 midnight to 6 a.m. with one hour off for meals shall count as one day.
- 4.—Employment for any fraction of a day shall be paid as for a full day.
- 5.—The rates agreed upon are:—
Head tally clerks \$3.10 per day.
Tally clerks 2.33 per day.
And these rates are to apply as from April 1st, 1922.
- 6.—No payment in addition to these rates shall be made for meals. Tally clerks are at liberty to provide their own meal; but a charge of 25 cents per meal shall be made if meals are provided by the employer.
- 7.—These rates shall apply to direct engagements of tally clerks. Commission payable to storekeepers in the event of engagement through them shall be a matter for the employer.
- 8.—The Tally Clerks' Association guarantees that a proper standard of efficiency shall be maintained where direct engagement is effected through its agency.

The Secretary for Chinese Affairs acted as mediator and the signatories of the agreement are: the Hon. Mr. E. V. D. Pier and Mr. G. M. Dodwell (Hongkong General Chamber of Commerce); Mr. Chau In Ting, Mr. Ip Lau Tsun (Chinese Chamber of Commerce); and Au Cheuk Ming and Mr. Lam Wing Nin (fully empowered representatives of the Tally Clerks' Association). Negotiations with the tallymen, and the carpenters and sawyers are still proceeding. Delay has been caused so frequently, in recent negotiations, because representatives of the men have declared, at a late stage, that they cannot settle without consulting their unions, that it is now the practice at the Secretariat for Chinese Affairs, to require that delegates shall come armed with full power to settle, before negotiations are begun.

RELATIONS WITH THE CHINESE POST OFFICE.

In conducting the postal agencies in China, there is an important rule: one cannot allow people to post at a British postal agency, letters addressed to a place in China where there is no British postal agency. If the postal agency accepted such a letter it would be receiving payment for a service which it could not perform. It would have to hand over the letter to the Chinese Post Office for delivery and the latter would get nothing for doing so. What is done in practice, when such letters find their way into a postal agency, is to put a ring round the stamp and hand the letter over to the Chinese Post Office, which delivers it and collects the usual fine for an un-stamped letter. None of the Post Office through which the letter passes defers the stamp, which has no interest for them. The recipient is at liberty to "steal" it off if he can make use of it.

GERMAN AND RUSSIAN OFFICES CLOSED
ALREADY.

Closing down the foreign postal agencies in China is a somewhat smaller business than it would have been before the war. The German agencies closed when China declared war. Indeed, for all practical purposes, they closed when the war broke out. Similarly the Russian agencies dropped out after the Revolution. The Russians found the service particularly useful because they had post offices at Peking and Tientsin and a Russian line of steamers between Tientsin and Vladivostok. Their letters from their legations in China thus reached Russia without ever passing through foreign hands—an important consideration in times of international crisis. Before the war, the Germans had 12 postal agencies in China and the Russians six in China proper, and a large number in Manchuria and Mongolia.

It must not be supposed that a great number of imposing public buildings will be left derelict when the foreign postal agencies are given up. Practically all agencies are given up at Shanghai only permanent structures are at Shanghai and most of the postal agencies are conducted in one of the rooms of the Consulate, the Vice-Consul attending to the postal business as part of his ordinary duties. The change will simply mean that time and accommodation will be made available for other work.

ARRANGEMENTS FOR CLOSING DOWN.

The only convenience that the British public will lose will be the post office order, otherwise known as the postal note, but as the Chinese Post Office has a money order arrangement with the United Kingdom, the deprivation will be of no consequence. Hongkong, of course, will still retain the post office order.

At the end of the year, when the time for closing the British postal agencies draws near, no postal articles will be sent to the agencies after a date early enough to ensure that the packet will be delivered before December 31st. Articles will be sent from the agencies up to the last moment. All stores and stamps which cannot be disposed of locally will be sent to the Hongkong Post Office, which, by the way, still supplies the British agencies in China with stamps, although no longer financially responsible for them; and the Hongkong P.M.O. is responsible to London for their management and annual accounts. At the end of the year the Hongkong Post Office will be in the position of liquidator to the British postal agencies.

HONGKONG SHIPBUILDING.
LARGE OIL CARRIER LAUNCHED.

Yesterday afternoon another vessel built and engined by the Hongkong and Whampoa Dock Co., Ltd., at their works in Kowloon for the Anglo-Saxon Petroleum Co., Ltd., London, was launched and named the *Pleiodon*.

This steamer is the fourth oil tanker carrying petroleum in bulk to be built in China, and is the last of four vessels now under construction for this Company.

The principal dimensions are as follows:—
Length overall 127 feet.
Breadth extreme 33 feet 5 inches.
Depth moulded 31 feet.
Load draft 24 feet 9 inches.
Deadweight "carrying" capacity 3,400 tons.

The vessels have been built on the Isherwood longitudinal system of framing to plans 100 A.L. Class. The *Pleiodon* is subdivided by transverse and longitudinal bulkheads, stiffened longitudinally, into 18 main oil tanks and 10 Summer Tanks. The Pump Room is situated amid-ship between No. 4 and No. 5 tanks.

A dry cargo hold is fitted forward under which is a deep tank for either oil fuel or water ballast. Cross bunkers and side bunkers are constructed of light steel plates and can be used for either coal or oil fuel. A double bottom is fitted under the bunkers for oil fuel and under engines for reserve feed water, and both forward and after peaks are arranged for water ballast for trimming purposes. The fresh water is contained in a built-in tank aft in the lower tween decks.

The machinery consists of a steam driven triple expansion engine having cylinders 28 inches, 44 inches, and 73 inches, with a stroke of 48 inches. Steam is supplied by three Scotch boilers of the usual marine type, having a working pressure of 180 lbs. per square inch. The boilers are arranged so as to be able to burn either oil or coal as fuel, with a Sulzer Smith System and Howden System of forced draught. The usual auxiliaries including Weir's feed heater, evaporator, distiller, and oil fuel pump are fitted in engine and boiler rooms.

The vessels are capable of maintaining a speed of 11 knots in the loaded condition. The cargo oil is handled by two large horizontal duplex oil pumps Heyward Tyler type. Pumps are so arranged that they will pump from the sea into any oil compartment, and from any oil compartment on opposite sides, also pump from oil compartment and deliver simultaneously over each side of vessel also through main sea valve. A special oil fuel pump is in fore hold for transferring oil fuel in deep tank forward into the cross bunker aft.

The steamers are equipped with wireless apparatus, powerful steam winches, winches for handling cargo and warping purposes, and steam steering gear with telemotor control, together with steam heating in accommodation, and electric light.

SUED FOR DEBT.
FORMER CONSUL FOR PANAMA AS
DEFENDANT.

In the Summary Court, before the Puisne Judge (Mr. J. R. Wood), yesterday afternoon, Messrs. J. Ullman & Co., of 24, Queen's Road Central, sued José C. de Obaldia, formerly Consul for Panama in Hongkong, and described on the writ as "of Alexandra Buildings, gentleman." The claim was for \$300, jewellery supplied, and the articles enumerated were: one piece of baccarat, \$35; one fancy ring, \$185; and one diamond, \$80.

Mr. D. H. Blake, of Messrs. Wilkinson & Grist, represented the plaintiffs. The defendant was unrepresented and did not appear.

Service of the writ having been proved, Mr. Blake explained the nature of the claim and mentioned that the articles of jewellery were supplied in December, 1917, and in January and June, 1918. Afterwards, the defendant was out of the Colony for a considerable time, but on April 10th, this year, in reply to a letter from Messrs. Wilkinson and Grist, he wrote that he was prepared to pay the account by instalments of \$20 monthly.

"This morning," Mr. Blake added, "I received a letter from Mr. Heywood stating that the defendant will be in a position to meet the claim on the 25th of the month and asking that a stay of execution might be granted to that date."

Mr. René Michel Ullman, manager in Hongkong, to Messrs. J. Ullman & Co., gave evidence that the articles were supplied, "good value," he added.

The Puisne Judge: What about execution?

Mr. Blake: I will ask for no order, but I will write Mr. Heywood. I understand that the defendant is rather an unsatisfactory payer. He was in the Colony sometime ago and ran up considerable debts.

Judgment was entered for the plaintiffs.

PIRATES AT DEEP BAY.

THREE CHINESE MADE PRISONERS.

The master of a fishing junk has reported to the police that his boat was pirated in Deep Bay at 1 p.m. on the 1st inst. The boat, was stolen and three of the crew were made prisoners. At the time of the attack the crew were busy crab catching when a boat appeared out of the darkness with six men on board. They were armed and at once bound up the fisherman with rope. The rest of the crew were ordered to row for Chinese Territory. Near Wan Ha the fisherman released himself, jumped overboard and swam ashore. The following day he was rejoined by his wife who brought the boat back to Chik Wan. The *fisher* on the boat were taken prisoners. One of them was a middle aged man and the other two were young men. Fishing nets to the value of \$20 were stolen.

HONGKONG VOLUNTEER
DEFENCE CORPS.
ENGINEER COMPANY DINNER.

Military terminology is a matter for experts, and in stepping in where even Sergeant Majors fear to tread, a *fauz pas* or two is likely to be committed.

The Engineer Company of the H.V.D.C. "bivouached" for the best part of Wednesday evening at the Volunteer headquarters where a number of "Camp followers" were also allowed to do likewise. The O.C., Lieut. R. M. Smith, was in charge and was "flanked" on either side with the support and presence of Capt. Murdoch, Lieuts. Hill, Dodwell and McCann and Sgt. Major Westlake.

To be precise, or "in other words," to quote a Robeyan phrase, the Engineer Company held a dinner at headquarters and enjoyed themselves to the full—or, if this sounds tedious, immensely.

The menu listed items peculiar to the Engineering Corps. There were Belcher's cocktails, dug-out soles, and other things "by special indent."

The business of the evening having been safely negotiated the Chairman gave "The King" and called upon Capt. Murdoch to distribute the prizes won in the recent rifle meeting, the successful competitors being:—

100 yards Lieut. Cpl. Chaney.
200 " Sapper W. E. Hollands.
300 " Sapper F. W. Lewis.
500 " Sapper F. S. Thomson.

Prizes for best scores in the aggregate were awarded to Sappers F. S. Thomson and E. W. Lewis.

This business done, the Company set back to enjoy an impromptu concert in which the raconteurs had a night out.

T. G. Patterson was in fine voice and the same can be said of Lieut. Hill, Lieut. R. M. Smith, and Sapper O'Shea. Mr. A. H. Allen submitted several humorous songs with much acceptance. Sgt. Everest, and Lieut. Chaney and Mr. Holman told several stories which were hugely enjoyed, whilst Capt. Murdoch gave an original rendering of a song composed from the names on the menu, to the tune of "Glorious Devon" Mr. C. Gerken was at the piano.

The toast of the Commandant, Lieut. R. M. Smith, was enthusiastically honoured on the call of Sgt. Everest. The Chairman, in reply, announced that an anonymous donor had offered a cup for the member of the Corps who made the best score in the forthcoming rifle meeting.

Sapper Lamplugh is to be commended for his organizing efforts and the success of a function which will probably be repeated.

SPORT.
LAWN TENNIS.

There were no games on the Courts yesterday afternoon. Most of the competitions of the tournament are now nearly completed. The semi-final of the Handicap Doubles resulted in Major J. R. Lloyd and A. B. Raworth defeating F.A. Redmond and M. H. Roffey by two clear sets, the scores being 9-7, 10-8. In the final of the same competition Major Lloyd and Raworth should have met A. B. Roffey and H. E. Smith from the Colony. The match could not be played and Lloyd and Raworth were given a walk over. They thus win the competition.

The Challenge Round of the Open Doubles Competition is to be played off this afternoon, if the weather is suitable. The challengers are Ng Sze Kwong and Wing Lok Wei who meet R. and H. Hancock, the present Open Doubles Champions. The match ought to be a very good one and it is sure to draw a large crowd. H. E. the Governor has signified his intention of being present. Immediately after the match the prizes won during the Tournament are to be presented by Miss Ram.

BILLIARDS.

Playing in the Palace Hotel Tournament, last night, C. Bond (—75) beat A. J. Edmonds (—100). The final scores were: Bond 250, Edmonds 249, and the highest breaks: Bond 24, 20, 17, 14. Edmonds 41, 21, 19, 18, 13, 13.

This game proved very exciting. Edmonds, though he played a brilliant game, was unfortunate, as the balls broke very badly for him. Bond played a steady consistent game, leaving the balls in a safe position when possible, and eventually as the scores indicate, squeaked home by one point.

To-night at 9 o'clock A. Gourley will play W. B. Haslett.

INTERPORT POLO.

HONGKONG WINS THIRD MATCH.

Mr. Bibby, a member of the Hongkong Polo team playing at Manila has cabled that Hongkong won the third match—3-2.

LIFE'S TRAGEDIES.

YOUNG GIRL ATTEMPTS SUICIDE.

A young Chinese girl, said to be a concubine, attempted to commit suicide by throwing herself into the harbour. The girl told Mr. Lindell at the Magistrate's, yesterday, that she had no reason for doing so, though, there were times when she felt tired of being a concubine. The Chinese to whom the concubine belonged was sent for and on his arrival in Court told the Magistrate that the girl was well treated and appeared to be quite happy. He could not understand why she should attempt to take her life.

The Magistrate tried to elicit further information from the girl but she remained silent. He bound her over on a personal bond of \$50, and referred the matter to the Secretary for Chinese Affairs for settlement.

Perhaps the Secretary for Chinese Affairs will succeed where the Magistrate failed, and find out the tragic circumstances leading up to her rash act.

DO YOU KNOW ?

That "LANE, CRAWFORD" deliver free to all parts of Hongkong and Kowloon.

That you can have a book and send your coolie for anything you require.

That the telephone is at your service and "LANE, CRAWFORD" are only too pleased to send; however small the order.

That "LANE, CRAWFORD" issue a Grocery Price List, a copy of which you can have on application.

Last but not least—You will get the "QUALITY GOODS" for which LANE, CRAWFORD are famous.

GROCERY DEPARTMENT,
LANE, CRAWFORD, LTD.

Telephone 1741.

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WISEMAN'S specialise in the making of Bride Cakes and confidently state that no finer quality is obtainable whatever price is paid. WISEMAN'S Bride Cakes are made at their bakery under most hygienic conditions and the decorative work is executed by skilled European Confectioners. In various sizes from \$10 upwards (in 1, 2, or 3 tiers). This price includes finished Cakes on silvered board and fully decorated with vase and spray.

WISEMAN'S BAKERY,

LANE, CRAWFORD, LTD.

COLUMBIA NEEDLES

SOFT. MEDIUM. LOUD.

RECORD ALBUMS

10 inch, 12 inch.

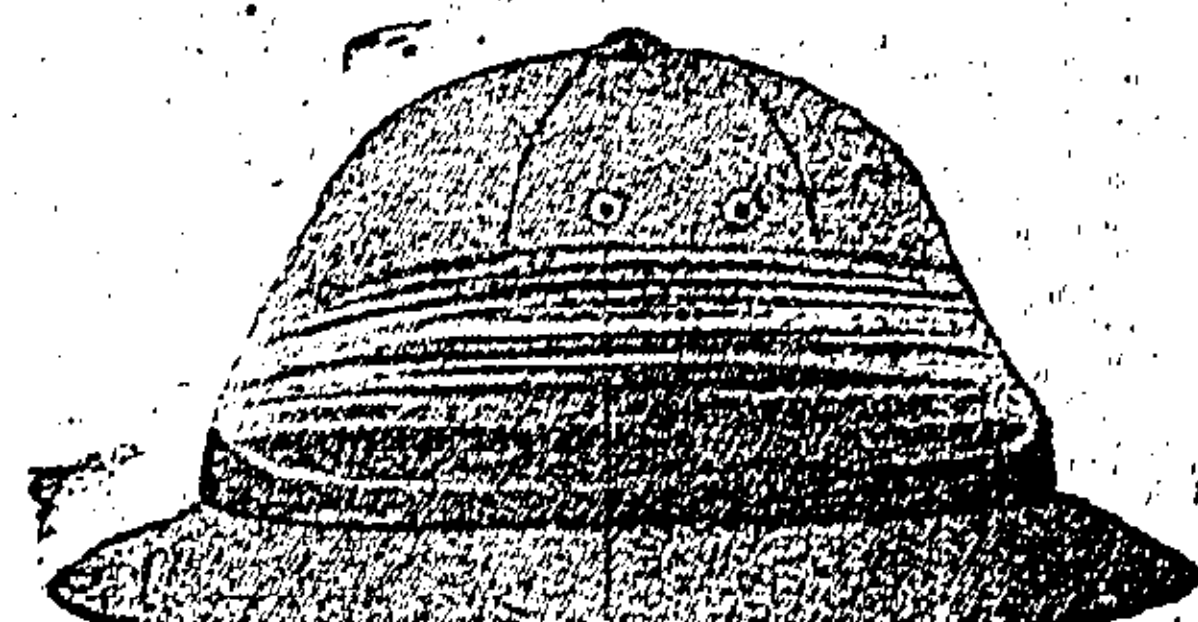
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SMART AND USEFUL SHAPES, STOCKED ONLY

SUPERIOR QUALITIES

10, ICE HOUSE STREET.

NEW ADVERTISEMENTS

HONGKONG UNIVERSITY MEDICAL SOCIETY.

5TH ANNUAL DINNER.

THE SOCIETY'S ANNUAL DINNER announced for To-Night at the Hongkong Hotel has been postponed owing to the death of the Hon. Mr. LAY CHU PAI, until THURSDAY 1st JUNE 1922.

YUE MAN KWONG,
Hon. Secretary.

VICTORIA RECREATION CLUB.

ANNUAL GENERAL MEETING.

THE Hon. Mr. CLAUD SEYMOUR, Our Chairman is leaving the Colony on Monday, temporarily, and your Committee wishing him to preside, have called the ANNUAL GENERAL MEETING for THIS AFTER-NOON. It is hoped all members will give the meeting their fullest support.

R. C. WITCHELL,
Hon. Secretary.

KONINKLIJKE PAKETVAART MAATSCHAPPIJ.

NOTICE TO CONSIGNEES.

From PENANG AND BELAWAN DELI

THE Steamship

"VAN CLOON" having arrived from the above Ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 10th May, 1922, will be subject to rent.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by JAVACHINA JAPAN LIAISON Agents.

Hongkong, 3rd May, 1922. [867]

DANCING.

PALACE HOTEL, KOWLOON.

SATURDAY, 6th May.

THE JAZZ BAND of S.S. Kuma Maru will play at the above Hotel on SATURDAY, 6th May, from 7.30 P.M.

DANCING 9 P.M. [868]

HONGKONG GENERAL CHAMBER OF COMMERCE CHINESE LANGUAGE SCHOOL.

A NEW CLASS for BEGINNERS will commence on MONDAY, 8th MAY, 1922, at 10.30 A.M. Applicants for enrolment, and enquires regarding hours of School, Fees, etc., should be made to the undersigned as early as possible.

By Order,
D. K. BLAIR,
Secretary.

Hongkong, 27th April, 1922. [929]

NOTICE.

It is hereby notified that the Valuation Lists for the Colony for the year 1922-1923 will be open to inspection at the Treasury for twenty-one days commencing on SATURDAY, the 22nd April, 1922.

Treasurer and Assessor of Rates.
21st April, 1922. [920]

NOTICE OF REMOVAL.

WE hereby give notice that from and after MONDAY, the 1st MAY, 1922, our offices will be situated at No. 5A, Des Voeux Road Central (2nd floor).

DENNIS & BOWLEY. [942]

NOTICE OF REMOVAL.

WE have this Day, REMOVED our Office to No. 1, Des Voeux Road CENTRAL above Messrs. Deacon, Looker, Deacon and Harrison's office.

ARRATTON V. APCAR & CO.
Hongkong, 1st May, 1922. [945]

THE HONGKONG JOCKEY CLUB.

THE SECOND GYMKHANA MEETING will be held (weather permitting) at Happy Valley on SATURDAY, May 6th, commencing at 3 P.M.

The charge for admission will be \$1.00 for other than Members of the Hongkong Jockey Club.

Soldiers and Sailors in uniform half price.

The Stewards invite the Ladies of Hongkong to be present. [944]

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-FIRST ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Offices of the undersigned on FRIDAY, the 19th MAY, 1922, at 11.00 A.M. for the purpose of receiving the Report of the Directors and Auditors, and of declaring Dividends, etc.

The Share Register and Transfer Books will be CLOSED from the 5th to the 15th MAY, 1922, both days inclusive.

At this Meeting a Resolution will be proposed dealing with the remuneration to the Consulting Committee.

JARDINE, MATTHEWSON & Co., Ltd.,
General Agents.
Hongkong, 29th April, 1922. [948]

INTIMATIONS

INDO-CHINA STEAM NAVIGATION CO., LTD.

THE FORTY-FIRST ORDINARY GENERAL MEETING of the Company will be held at the Office of the General Managers Messrs. Jardine, Matheson & Co., Ltd., Pedder Street, Hongkong on TUESDAY, 23rd MAY, 1922, at 11.00 A.M. for the purpose of receiving the Report of the Directors, passing the accounts, and electing Directors and Auditors.

The Transfer Books of the Company will be CLOSED from the 15th MAY to 6th JUNE, both days inclusive.

By Order of the Board,
JARDINE, MATTHEWSON & Co., Ltd.,
General Managers.
Hongkong, April 28th, 1922. [941]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-NINTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, Nos. 3 & 4, Queen's Building, Hongkong, on FRIDAY, 12th MAY, 1922, at Noon, for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1921, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from April 29th to May 12th, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong, 21st April, 1922. [893]

BRITISH TRADERS' INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-SIXTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 & 4, Queen's Building, Hongkong, on FRIDAY, 12th MAY, 1922, at 12.30 P.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1921, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from April 29th to May 12th, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong, April 21st, 1922. [895]

THE CHINA FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-THIRD ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Queen's Building, Hongkong, on FRIDAY, 12th MAY, 1922, at 12.30 P.M., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1921, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from April 29th to May 12th, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong, 21st April, 1922. [897]

THE CHINA SPINNING BANK, LTD.

HEAD OFFICE

St. George's Building, Hongkong.

Chairman of Board of Directors
Mr. WONG SHIU HAY.

Chief Manager... Mr. L. S. HOLM.

Asst. Manager... Mr. K. T. WONG.

Hongkong Manager... Mr. I. P. ALLEN.

Foreign exchange and General Banking business transacted.

Current, Savings, and Fixed Deposits bear interest at rates of 2 per cent, 4 per cent, and 6 per cent, per annum, respectively.

L. S. HOLM.
Hongkong, October 2nd, 1920.

DAIRY FARM NEWS

FISH

Direct from the Scottish Fisheries

FILLERS, HADDOKES, KIPPERS.

BUTTER

Different grades to suit different tastes.

"DAISY" BUTTER

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ORANGE O., LTD.

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WEEKLY AUCTIONS, TUESDAYS:—

MISCELLANEOUS GOODS.

THURSDAYS:—

VALUABLE HOUSEHOLD FURNITURE

SATURDAYS:—

EXCELLENT HOUSEHOLD FURNITURE

Hongkong, 3rd May, 1922. [962]

INTIMATIONS

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting of the Public Auction Sale, to be held on MONDAY, the 8th day of May, 1922, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR of one Lot of CROWN LAND at Pokfulam Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Bale	Locality.	Boundary Measurements.			Contents in sq. feet.	Annual Rental	Upset Price.
Registry No.							
		N.	E.	W.		\$	\$
		feet.	feet.	feet.	About		
1	Traded Lot No. 250	200	220	200	300	52,800	542
	Near Inland Lot No. 212, Pettibone Road.						6.38

CABLES.

[THROUGH REUTER'S AGENCY.]

THE SITUATION IN IRELAND.
IRREGULARS DEFEATED.

London, May 3rd.
The Free-States have captured Ormond Castle, the Irregulars' last position in Kilkenny, and operations are now considered to be over.
COMMITTEE TO CONSIDER IRISH UNITY.

The Daily Eirann has appointed a committee composed of five Free-States and five of the anti-Treaty party, to consider proposals for Irish unity. The Committee immediately recommended the cessation of hostilities.

Numerous cases of arson and motor-car stealing are reported from Londonderry, Tyrone and Donegal.

JAPAN IN SIBERIA.

GENOA CONFERENCE A USELESS WASTE OF TIME.

London, May 3rd.
In replying to Lieut. Commander Kenworthy, Mr. Harmsworth said he had no information in regard to the Japanese Government's plans for withdrawing their troops from East Siberia.

He had no knowledge of the alleged Japanese Ultimatum, demanding international right to keep Military Missions on the territory of the Far Eastern Republic.

Lieut. Commander Kenworthy declared that it was a useless waste of time at Genoa trying to make peace with Russia in the West, when they associate with a power doing this in the East.

At this stage the Speaker intervened.

THE BOXER INDEMNITY.

LABOUR MEMBER'S SUGGESTION IN HOUSE OF COMMONS.

London, May 3rd.
In the House of Commons, Lieut. Col. E. Strangely Malone, the Labour Member for Leyton, suggested that the remainder of the Boxer Indemnity should be commuted and half applied to the education of Chinese students in Britain and half in sending properly qualified competent English persons to China, in order to study and report on conditions there.

Mr. C. B. Harmsworth, Under Secretary for Foreign Affairs, promised to bring Lieut. Col. Malone's suggestion to the attention of the committee which is considering the question of the 'education' of Chinese on British lines, in all its aspects.

AFFAIRS AT VLADIVOSTOCK.
QUESTION IN THE HOUSE OF COMMONS.

London, May 4th.
In the House of Commons, Lieut. Col. E. Strangely Malone, Mr. Harmsworth said the Government had not received a direct Government wireless communication dated March 20th supporting the Far Eastern Republic's protest of March 13th against the self-elected Merkulov Government at Vladivostok regarding the seizure of Russian property, and declaring the presence of the Japanese military made it impossible for the Far East Government to prevent the White Guard from Russian national property, and saying that the Allied Consulates are being counter-revolutionary bandits and a pretext of maintaining order. The British Government, therefore, did propose to take any action.

ILO-ANGORAN AGREEMENT
NEWSPAPERS STILL CRITICAL.

London, May 3rd.
A sensation created by the announcement of the Ilo-Angoran agreement was lifted by Mr. Chamberlain's statement in the House of Commons, that the agreement was signed with Constantinople and with Angora.

The newspapers are awaiting the full of the agreement before endorsing the original view that Italy was guilty of a betrayal, similar to that of France, on occasion of the Franco-Kemalist agreement. The Daily Telegraph, referring to the "Italian diplomatic distinction," asserts that Constantinople furnishes a screen for the last operation.

GENOA CONFERENCE.

FRENCH CABINET SUPPORTS BELGIUM.

Paris, May 3rd.
France's decision to support the Belgian attitude in the Russian question was reached by the Cabinet, presided over by M. Poincaré, who, on behalf of the whole Ministry, thanked M. Barthou for the manner in which he had represented French interests.

EARLIER CABLES.

RUSSIA MODERATES HER TONE.

Genoa, May 3rd.
Some cheers were raised at the conclusion of a statement by M. Chicherin in a moderate tone, detailing objections to certain resolutions but he would advise his Government to carry out the decisions of the conference within the limits of its power.

M. Chicherin chiefly objected to some work of the conference being delegated to the League of Nations, which Russia did not recognise.

RESTORING PRE-WAR EFFICIENCY.

Dr. Rathenau said that the trade of the world must be doubled before it would become possible even to pay the interest on the war debts. This was impossible while the nations were flying at one another's throats.

All the Finance Commission's nineteen recommendations were finally adopted.

Sir Philip Lloyd George, submitting the report of the Transport Commission, said that if the principles recommended relating to free transit by sea and land, the re-establishment of international trains, *et cetera*, were carried out, they would be well on the way to the restoration of pre-war efficiency in the transport services. The railway managements were to meet in Paris shortly in order to put into operation certain technical measures. The meeting would doubtless result in the establishment of a standing committee of railway managers which would co-ordinate and execute to-day's policy.

The Commission invited the League of Nations to assist in putting the resolutions into operation.

FRENCH APPROVAL OF RUSSIAN MEMORANDUM WITHHELD.

GENOA, May 3rd.

Much surprise was occasioned by the prolonged sitting last evening of the sub-committee dealing with the draft of the Allied memorandum to the Russians. When all difficulties were believed to have been surmounted, M. Barrère at the last moment withheld approval pending M. Barthou's instructions from Paris.

M. Lloyd George expressed surprise, because M. Barthou had not said anything about this when conversing with the Premier before leaving.

M. Barrère explained that the instructions had only just arrived.

The Commission resumed later, and passed the re-drafted articles except the Seventh, to which the French moved an amendment, which Mr. Lloyd George opposed and no settlement. Nevertheless, he was willing to accept the amendment, provided that the document was not further delayed.

M. Barrère apologetically explained that he was unable to act without authority from Paris.

Mr. Lloyd George thereupon accepted the amendment and suggested that the French reserve final approval.

POLISH COMPLAINTS AGAINST SOVIET.

GENOA, May 3rd.

M. Skirmunt (the Polish Foreign Minister), further replying to M. Chicherin, contends that the Poles are doing their utmost to promote the success of the discussion of Russia's reconstruction, and regrets that Russia has completely suspended the fulfilment of its undertakings under the Riga treaty of March 20th since the conclusion of the Russo-German treaty.

[A previous cable stated: M. Skirmunt (the Polish Foreign Minister) has replied to M. Chicherin that he does not admit the right of Russia to intervene in the relations between Poland and other States, and declares that Poland's participation in the conference on Russian affairs is not connected with the treaty of Riga. He denies that the latter bound Poland to assist in securing *de jure* recognition of the Soviet Government, pointing out that the signatories confined themselves to the opinion that recognition would be advantageous to the reconstruction of Eastern Europe.]

SOVIET DISTRUSTS JAPAN.

GENOA, May 3rd.

Replying to a letter from Signor Schanzer, the President of Commission No. 1, drawing attention to Soviet military operations in Georgia, M. Chicherin declared that there has been any such operations, and urges the Powers' attention to the military operations of Japan in the Far Eastern Republic, which he alleges have enabled the formation of revolutionary bands. Although the bands have been dispersed, Japan is still maintaining military occupation.

FRANCE AWAITS GERMAN PAYMENT.

PARIS, May 2nd.

Despite M. Barthou's statement, a semi-official announcement shows that M. Poincaré is still unyielding on the subject of a meeting of the Supreme Council, which he considers inappropriate at present and ought to be deferred until after May 31st.

M. Poincaré also considers that it is idle at present to discuss sanctions in the event of Germany defaulting in the payment of reparations on May 31st.

(Continued at foot of next column.)

THE ENGINEERING DISPUTE.

THE DISPUTE EXTENDS.

London, May 3rd.
The engineering employers to-day opened their works to men willing individually to accept their terms. There was a very small response. On the contrary, many employed throughout the dispute, struck. All the works are heavily picketed.

THE COURT OF ENQUIRY OPENS.

LONDON, May 3rd.

Sir William Mackenzie, opening the Court of Enquiry into the engineering dispute, endorsed at the outset the employers' contention that the men's proposal to suspend the lock-out notices during the enquiry and allow the employers' action in opening their works to individual men were irrelevant.

Sir Allen Smith, on behalf of the employers, repudiated the allegation that they were aiming to smash the Trade Unions. He intimated that he did not intend to call evidence.

Mr. Brownlie opened the case for the men and emphasised that the Unions did not desire to interfere with the rights of management if in accordance with agreements.

ITALIAN CONCESSIONS IN ASIA MINOR.

BRITISH GOVERNMENT NOTIFIED.

LONDON, May 3rd.

In the House of Commons, replying to Mr. T. P. O'Connor, Mr. Chamberlain said Italy informed the Government on April 24th of the conclusion of an agreement with the Constantinople Government whereby the latter undertook to examine favourably Italian applications for certain railway, mine and public works concessions in Asia Minor, but Italy had given formal assurances that the agreement contained no counter-concessions or undertakings on their part and promised to communicate the text as soon as possible. The British Government was informed at the time of the Paris Conference that the Turkish Government had made certain proposals to Italy and advised the latter to proceed most cautiously, but was unaware that an agreement was about to be concluded and was not informed with regard to subsequent negotiations.

DESTRUCTION OF GERMAN RIFLES.

ALLIED SUPERVISORS TRICKED.

BERLIN, May 3rd.

The Inter-Allied authorities were recently tricked over the destruction of 1,772 supposed German rifles. They had witnessed a bonfire apparently of these, but it was subsequently discovered that they had been looking on at the burning of English and Russian firearms merely covered with a layer of German rifles, while 2,000 German rifles were stacked in an adjacent railway truck.

INDIAN UNREST.

TROUBLES CEASING.

SIMLA, May 3rd.

Judged from the military standpoint, the internal situation is quietening down. Numbers of troops who had been employed during the winter in assisting the civil authorities have been withdrawn.

The troubles in Malabar have almost ceased whilst the rising of Bhils at Sihel, Udupur and Danta is being successfully dealt with.

FRANCO-BELGIAN SECRET TREATY.

DENIAL BY BELGIAN LEGATION.

BERLIN, May 4th.

The Belgian Legation categorically denies the reported existence of a secret Franco-Belgian Treaty providing for a joint offensive in Germany in the event of an attack on the occupation troops or a threat to the Treaty of Versailles.

AN ADMIRER OF SHAKESPEARE.

DONATIONS FROM THE KING OF SIAM.

LONDON, May 3rd.

The King of Siam, an ardent admirer of the poet, has sent, through the Siamese Minister, a hundred guineas to the Shakespeare Birthplace Trust and fifty guineas to the Memorial Theatre Fund at Stratford-on-Avon.

MEXICAN EAGLE OIL SHARES.

PROSPECTUS ISSUED.

LONDON, May 3rd.

The prospectus has been issued of seven million 7 per cent. cumulative first preference Mexican Eagle Oil shares at 20s. 6d. per share, repayable on April 30th, 1947, at 21s., in order to provide funds for developments.

RUSSIAN REPLY DELAYED.

LATER.

The Russian reply to the memorandum is not expected for several days.

M. Chicherin has protested against the exclusion of the Russians from the economic commissions and the labour committee.

PARIS, May 3rd.

M. Barthou returns to Genoa on Friday.

FRANCE SUPPORTS BELGIUM.

PARIS, May 4th.

The Cabinet has decided that France shall support Belgium. The press criticises the British attitude in connection with the debated arrangements regarding restitution to foreigners of their Russian property.

LARKIN STAYS IN JAIL.

SAYS BAIL TOO HIGH.

NEW YORK, May 3rd.

Jim Larkin refuses liberation, complaining that \$16,000 bail is demanded in his case, while similar convicted prisoners have been released on considerably smaller amounts.

[A previous cable stated: The state Appeal Court has granted a certificate of "reasonable doubt" in the case of the Irish agitator, Jim Larkin, who is serving a sentence for criminal anarchy. Ruthenberg and Ferguson, who were convicted with Larkin, have been similarly released on bail pending appeals.]

A FRENCH ELECTION ANNULLED.

PARIS, May 3rd.

The ex-Premier, M. Caillaux was recently elected Chairman of the Agricultural Committee at Mammers, but the Prefect of Sarthe annulled the election. M. Caillaux appealed to the Council of State, which ruled that Agricultural Committees were public bodies and M. Caillaux was precluded from public office.

ITALY AND ANGORA.

ROME, May 4th.

It is authoritatively declared that Italy has concluded no Treaty agreement or convention with the Angora Government.

TELEGRAPH AMALGAMATION.

BERLIN, May 3rd.

The German-Atlantic, the German South American, and the East European Telegraph Companies have arranged a scheme of amalgamation with increased capital.

THE RECENT SUBMARINE DISASTER.

DETAILS OF THE OCCURRENCE.

The mail brings details of the disaster to the submarine H42 while engaged in exercises in the neighbourhood of Gibraltar.

The destroyer *Versatile*, by which H42 was rammed and immediately sank in 500 fathoms of water with all on board.

The crew numbered with the three officers, 26, and of these six were Devonport men, the others coming from Chatham and Portsmouth.

The disaster occurred whilst the First Division of Destroyers was manoeuvring with the Third Submarine Flotilla south-east of Europa Point.

The parent ship, H.M.S. *Albatross*, remained for hours cruising around the scene of the catastrophe without, however, seeing any trace of survivors from the submarine.

The destroyer *Versatile*, by which H42 is reported to have been rammed, is a Chatham-manufactured vessel, commanded according to the current Navy List by Com. V. L. A. Campbell, D.S.O., O.B.E. She belonged to the Admiralty "V" class, and was in the First Destroyer Flotilla of the Atlantic Fleet. The vessel, which was completed in February, 1918, has a displacement of 1,300 tons, and an indicated horsepower of 27,000, giving a speed of 32 knots.

Of the submarines of the "H" class there are still 32 in the Navy List. The original craft of this type were small patrol boats of American design, which played a prominent part in the war, the design being gradually enlarged and improved in Great Britain.

Built by Messrs. Armstrong, Whitworth & Co. during the war, and completed just prior to the armistice, H42 was small compared with later types, her surface displacement being 440 tons, while submerged she displaced 500 tons, and had a horsepower of 450 on the surface, and 320 submerged, she could attain a speed of 13 knots on the surface and 10 knots when submerged. Her oil capacity was 16 tons, and her armament consisted of four 21in. tubes, but she carried no guns. The complement of vessels of this class was 22.

The Admiralty and their advisers had perfect confidence in this class of submarine in the hands of the crews of vessels of this type built, the last of the class in the Navy List being H52, which, as shown above, belonged to the Third Submarine Flotilla, and was probably taking part in the exercises when the disaster occurred.

The officers were: Lieut.-in-Command Douglas Cartwright, D.S.O.; Lieut. James Charles Woolman Price, D.S.O.; Lieut. Thomas Murray O'Neill.

Sir D. Maclean in the House of Commons expressed the deep sympathy of the House at the loss which the Navy and the nation had sustained in the lamentable disaster. The daily risk the men in submarines ran was known in the full sense only to those who were intimately acquainted with the service of which they formed so honoured a part, and the nation could not too fully or deeply sympathize with the relatives of these brave men, who were to-day sorrowing for the loss of those who had died in the service of their country. It was with a feeling of pride that we realized that we had other men ready and qualified at this moment to step into the places of those who had passed away, and to discharge the duties of those who had lost their lives in the nation's cause. (Cheers.)

Colonel Amery (Financial Secretary to the Admiralty) associated himself with the observations of Sir D. Maclean. The men would be regarded as having lost their lives on active service, and the widows would get the pension which officers and men who had lost their lives under those conditions would be entitled to. (Cheers.)

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

WEIHAIWEI LEASEHOLD.

PEKING, May 3rd.

As a first step in anticipation of the return of the Weihaiwei Leasehold to China, the Government has decided to appoint a Commission to deal with the question arising in this connection, working on the same lines as the Shantung Reorganisation Commission.

WAR IN THE NORTH.
STRUGGLE INCREASES IN INTENSITY.

PEKING, May 3rd.

The struggle for Changshintien and Lukouchou was resumed with increased intensity this morning, the battle up till noon going in favour of the Fengtien forces, who, after heavy rifle and machine-gun fire and some artillery preparation, swept across the plain beyond Changshintien, driving back their opponents eight miles and capturing many.

Immediately prior to the battle, there was a small panic at Changshintien, where a Chihli aeroplane dropped bombs in the vicinity of the station.

MUKDEN REINFORCEMENTS.

TIENTSIN, May 3rd.

The lull in the fighting is continuing to-day.

Troop trains with reinforcements from Mukden are still proceeding to Manchuria.

CHIHLI FORCES PREPARING FRESH ATTACK.

Heavy fighting is reported to-day from Machang.

On the middle front, the Fengtien forces are consolidating their position at Kuan, and the Chihli forces are preparing for a fresh attack.

CHANG TSO LIN DISCLAIMS RESPONSIBILITY.

CHANG TSO LIN has telegraphed to the Government acknowledging the Presidential Mandate ordering a cessation of hostilities.

Chang Tso Lin contends that General Wu Pei Fu started hostilities, and he says that he (Chang Tso Lin) had not intended to fight. When he sent his troops inside the Great Wall, he informed General Tso Ku that he was ready to enter into an agreement with the Chihli party, but General Tso Ku had not replied. Chang Tso Lin, therefore, concluded that General Tso Ku had ranged himself on the side of General Wu Pei Fu, but if General Wu Pei Fu and General Tso Ku are ready to cease hostilities he is willing to acquiesce.

POSITION OF SHANTUNG.

PEKING, May 3rd.

Tien Chung Yu, Military Governor of Shantung, urges that Shantung be declared out of bounds, pointing out the recent sufferings from the famine, and the need for quietude during the taking over of the railway, etc.

FENGtien FORCES FALLING BACK.

TIENTSIN, May 4th.

It is reported that early this morning, the Fengtien forces are falling back towards Fengtai. The Chihli forces also claim to have taken Ching-hai-hsien which is on the Tientsin-Pukow railway line, ten miles north of Machang. This report is unconfirmed.

FENGtien FORCES HEAVILY DEFEATED.

PEKING, May 4th.

According to American official telegrams, General Wu Pei Fu brilliantly turned the Fengtien forces right flank last night. The latter are retreating towards Fengtai through Changshintien.

The Chihli forces have re-occupied Machang, having heavily defeated the Fengtien army's middle-front.

The debacle at Changshintien appears to be complete. General Wu Pei-fu personally conducted the operations there.

THE ANTI-JAPANESE DEMONSTRATION.

EMBASSY STATEMENT RESPECTING MAY DAY INCIDENT.

LONDON, May 3rd.

Explaining the May Day incident, the Japanese Embassy has issued a statement that the secretary of the May Day Celebration Committee, on the 25th ult., requested the Embassy to transmit a resolution to the Japanese Government as regards the withdrawal of troops from Siberia, in order to receive the Government's reply by May 1st. The Charge d'Affaires, on the 28th ult., informed the secretary of his inability to comply with the request, unless communicated by the British Foreign Office; consequently there was no interview between the delegates and any member of the Embassy when the former called on May 1st.

A previous cable stated: A number of May Day demonstrators in Hyde Park last night went to the Japanese Embassy, where a deputation was admitted and presented a copy of a resolution carried at the Hyde Park meeting calling on the Japanese Government to immediately evacuate troops from Siberia. There was no disorder. The leader of the deputation told the waiting processionists that the resolution will be forwarded to the Japanese Ambassador at Genoa. He added that if the reply was unsatisfactory, a demonstration will be made at the Embassy nightly until some satisfaction is obtained.

AN UNUSUAL FORGERY.

SHIPPING COMPANY DECEIVED.

A forgery of an unusual nature was described to Mr. Fraser at the Magistrate's yesterday morning. The charge was one of obtaining money from the Java-China-Japan Steamship Co. by means of a forged chit. Inspector J. J. Watt said the defendant was collector of cinders from the various steamers in harbour. It was usual in such cases to present a chit, signed by one of the engineers of the vessel, to the head office of the Company. In this case the man called at the head office of the Company concerned and presented a chit for \$25 to which were attached three certificates duly signed by engineers of the s.s. *Tijlboort*. The money was paid over, but directly the defendant had gone out of the office it occurred to someone that the vessel named on the chit was an oil fuel steamer and, of course, there were no cinders to collect. Further investigation showed that the names on the certificates were fictitious. The other mistake was even more stupid. According to the chit, cinders were said to have been collected from the *Tijlboort* on the 27th, 28th, and 29th of April, whereas the vessel actually left port on the morning of the 29th. On Wednesday the defendant called again and presented another chit, also forged. He was asked to sign his name and this led to his identity, and subsequent arrest.

The defendant admitted receiving the money, but said that he had been asked to collect the money by a *fok*.

Mr. Gerard Pilger, accountant of the firm, proved the offence and the defendant was sent to prison for four months with hard labour.

DECEYED AND ROBBED.

A STORY FROM YAUMATI.

A gang of thieves went to a lot of trouble to rob a salt-dealer at Yaumati on Wednesday, but their haul, amounting to only \$7, must have been very disappointing to them.

It appears that the salt-dealer hailed from Shau Tau Kok and came to Hongkong with a friend on April 30th. Early on the evening of the 1st inst. whilst in Shanghai Street a man, whom he knew, came along and invited him and his friend to a house to have tea with his sweetheart. Whilst the tea-party was in progress four men entered the room. Three of them were armed. They ordered the salt-dealer to stand up. They searched him expecting that he had a large amount of money in his possession as the result of his salt dealings in Hongkong. Much to their disgust they found only \$2 in notes and \$1 in small change. They started to leave the place when one of the gang suggested that perhaps the salt-dealer's friend carried the hoard. Here again they were disappointed and they increased their haul by another \$4. The thieves, before leaving the room, finally accused the decoy of being a robber and took him away with them.

ROBBERS FOILED TWICE IN ONE NIGHT.

How a gang of robbers, comprised of six or seven men, paid two calls to a wood-yard in one night with the intention of robbing and how they were foiled on each occasion was told in the police reports yesterday.

Just before eleven o'clock on the previous night the men, all of whom were armed, made their appearance at a wood-yard at No. 1, Austin Road. They held up the manager of the yard and a son-in-law. The manager refused to keep quiet and yelled for help. He was struck on the head and the gang, fearing that too much disturbance had been caused, decamped. Two hours later they appeared at the door of the sleeping quarters and demanded to be admitted to the accountant's office. Their demand was refused and the *fok* made a combined effort and frightened the gang away with their cries for help. The robbers stole clothing hanging in the yard to the value of \$7, and before departing for the last time fired a shot through the door of the room which, fortunately, did no harm.

ILLEGAL POSSESSION OF ARMS.

A boatman who was found in possession of 11 revolvers and 500 rounds of ammunition on Wednesday night was sent to prison for six months by Mr. Lindell at the Magistrate's yesterday. The defendant admitted the charge and said that late on the previous night a sampan came alongside his boat. A man, whom he did not know, asked him to take a package on board and row to Mong Kok where he would meet him and take delivery.

Unfortunately for him, the Water police met him first.

Another Chinese, charged with a similar offence in Mr. Fraser's Court, was fined \$300 with the option of two months' imprisonment. Revenue Officer Ward proved the offence and said he searched the man as he was going on board the s.s. *Sun Nam Hoi* and found an automatic pistol stuck in the man's girdle and a quantity of ammunition in an American mail bag, which was tied round the man's waist.

ILL-TREATING A MUI TSAI.

The case in which a Chinese lady is charged with ill-treating a little *mui tsai* girl was again before Mr. Fraser at the Magistrate's yesterday. At the request of Sub-Inspector Patterson the case was remanded until to-morrow morning.

The alleged cruelty is that of beating the girl with the cane of a feather duster for nearly an hour. At the previous hearing the girl displayed her arms to the Magistrate. They were a mass of bruises and weals, whilst the Sub-Inspector stated that there were no less than 23 weal marks on the girl's right thigh.

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**THE RITUAL OF WINE
DRINKING.**
SUBTLETIES OF A RARE ART.

The poets and prose poets who have been celebrating the glories of the wine of France this week have had science come to their aid at to-day's meeting of the National Congress, writes *The Times* Paris correspondent on March 17th. Dr. Louis Mathieu, Professor of the Faculty of Science at Bordeaux, has explained scientifically the subtle art of tasting good wine—the "psycho-physiology" of savouring it.

There are three factors to be considered in this scientific examination—the wine, the taster, and circumstances which surround him. For the wine there are its colour, its clearness, its bouquet. The taster's capacity of appreciation depends upon his ancestry, age, sex, education, temperament, health, and mood. The variation in delicacy of sensation produced by a particular wine upon all these factors in the taster is, declares Dr. Mathieu, a mere matter of mathematics to be reduced to a table of formulae.

But Dr. Mathieu's science changes to lyricism when he considers scientifically how wines should be drunk at dinner. The great principle is to have a crescendo of effect upon one's sensory apparatus. For this reason the stronger wines should be kept till the last—first, because the weaker wines seem even weaker after strong ones, and, secondly, because as the dinner progresses one's sensibility diminishes. It would, therefore, be heresy to drink port after soup, as that would kill all the wines that followed. It would also be an error to end a meal with dry champagne. But, Dr. Mathieu complains, no one any longer knows how to drink or to eat.

According to this authority, the proper order of wines at dinner should be Chablis or Pouilly with oysters and fish; with the entrée, Beaujolais, light Burgundy, or Bordeaux; with the roast, and above all with game, the *grand cru* should be chosen, a chateau wine, a Vougeot or a Chambertin. With roast veal, Beune or Pomard should be drunk, or, perhaps, dry champagne, sweet or demi-sec, should be taken with dessert, and before coffee a glass of port in the English fashion. Afterwards cognac or Armagnac.

And, of course, you cannot appreciate the savours of these wines unless you are deliberate and elegant in your tasting. The room, the table, the company, the shape and quality of glasses, make a difference; and also, though Dr. Mathieu does not mention it, the sound of the names of the wines. Could any liquid bearing such a name as Margaux, Latour, Chambertin, or Clos du Roi taste wholly ill?

"CONSTRUCTIVE BIRTH CONTROL."

The Constructive Birth Control Society held, at Essex Hall, Strand, on March 16th, a meeting to which they had invited opposition. Dr. Marie Stopes, who presided, declared that they advocated their views in the interests of a common humanity. The Roman Catholic Church was the only Church that had shown definite and organised opposition to them.

Mrs. Halford Hewitt stated the views of members of the Roman Catholic Church on the matter, emphasising the fact that marriage was a sacrament, and they believed that artificial birth control was a violation of the law of God. Those who practised it were guilty of sin. This view, she believed, was also held by 95 per cent. of members of the Church of England, and it was also held by the Greek Church, the Mohammedans, and the Jews.

Mr. Aylmer Maude, replying, said that to be fruitful and multiply in the early days of the Church might have been a wise admonition, but it was not so to-day. In this matter Protestants appealed rather to reason, but Catholics to authority.

Among the subsequent speakers a gentleman who said that he felt what the Constructive Birth Society advocated was wrong. Birth control was worse than a pestilence, and would mean the death of the race, and sooner or later the effects of it would come back upon them. The movement simply meant selfishness masquerading as pseudo-science. Other speakers followed, and some warmth characterised the proceedings throughout.

GIRL STUDENT'S CHOICE.
COOKERY PREFERRED TO
FREUD.

Opponents of advanced feminism are chuckling over the sequel to the adventure of Edna Taylor, a girl under-graduate who disappeared recently from Chicago University. The girl was eventually discovered in a private house in the city, where she had taken a position as a servant. At the university Miss Taylor was engaged on the study of philosophy and other varieties of what her father described as "advanced rubbish." After she was found her parents gave out a statement that the girl was suffering from reaction from over-study and was temporarily not responsible for her actions. The girl herself now announces the abandonment of her university career. She states that she no longer seeks "the expansion of her soul." She believes that the best place for a girl is home. "Instead of Freud," she told an interviewer, "I'm going to study the cookery book."

Progress, according to a report from New York, is being made by Mr. Henry Ford with experiments to make motor-cars out of a mixture of formaldehyde, glue, and cotton. The idea is to reduce weight. If the substance can be made sufficiently tough, Mr. Ford proposes to "stamp" his "cotton lizzies."

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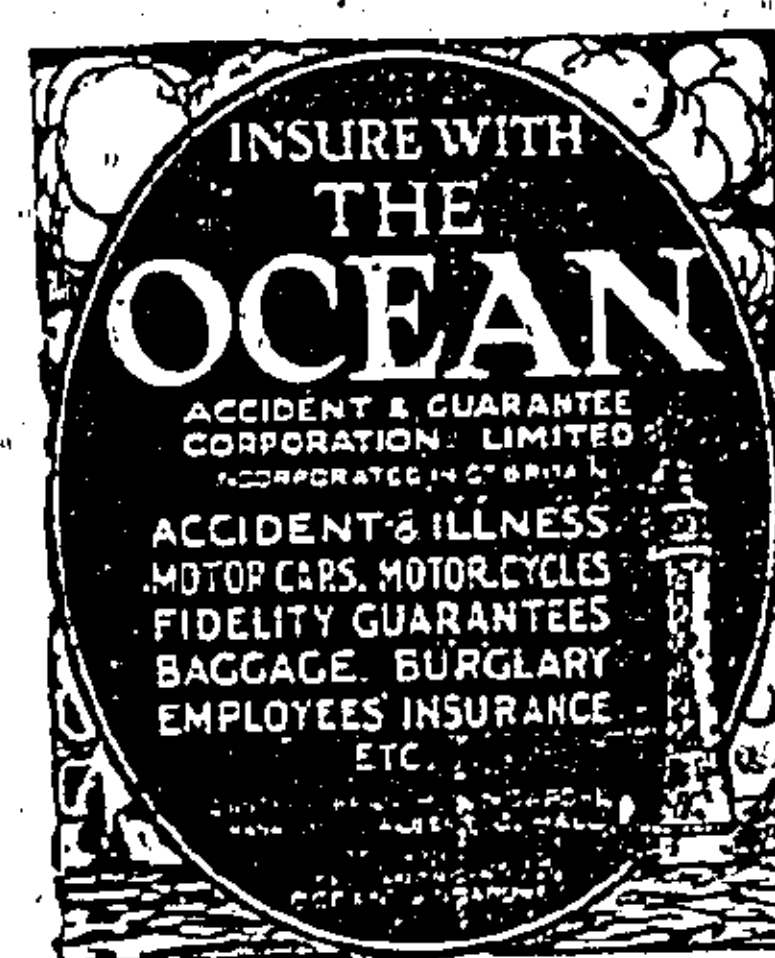
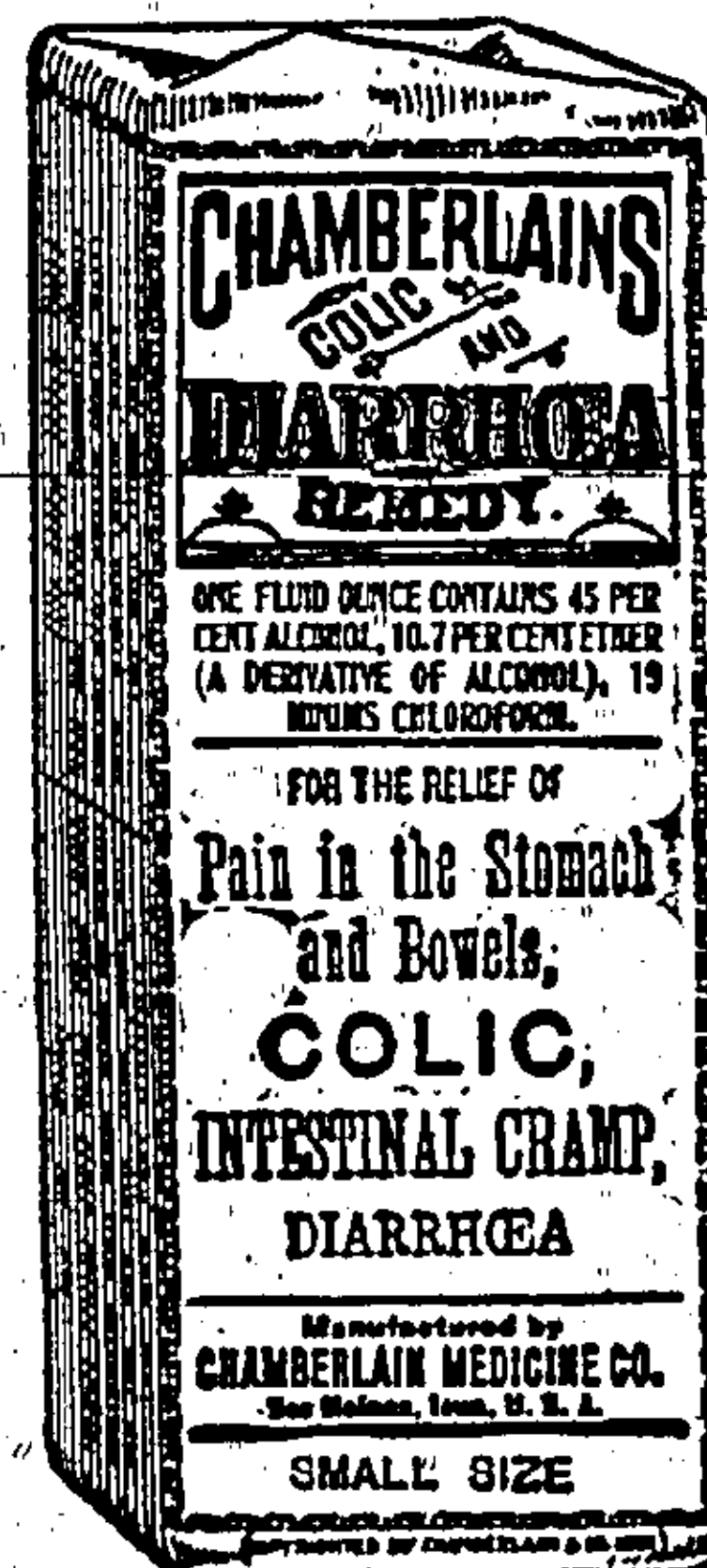
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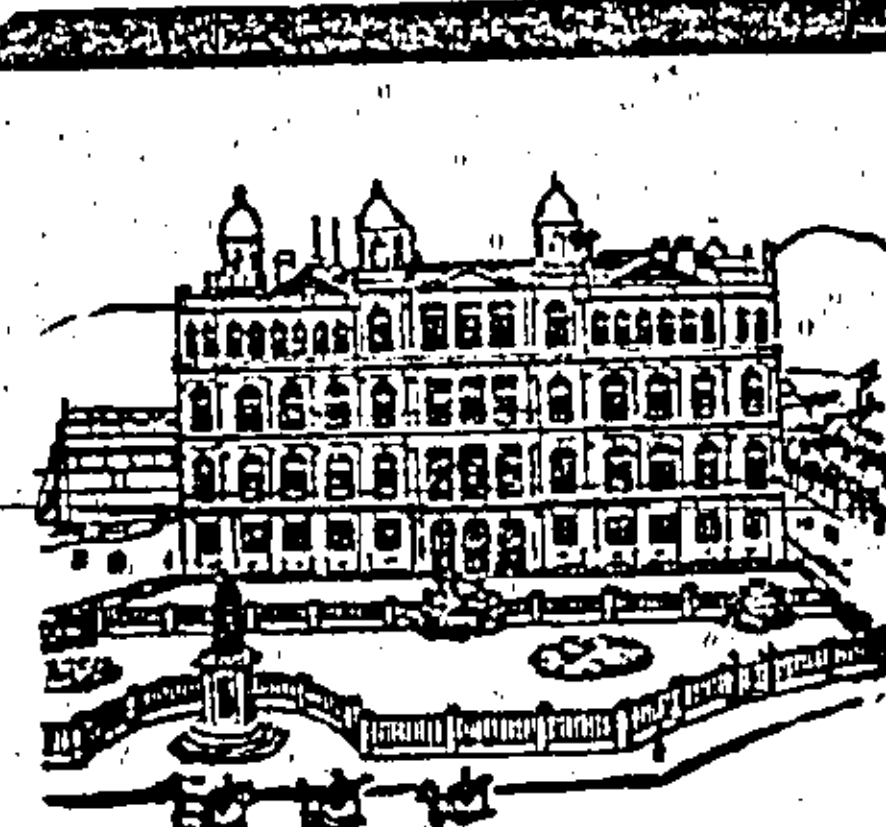
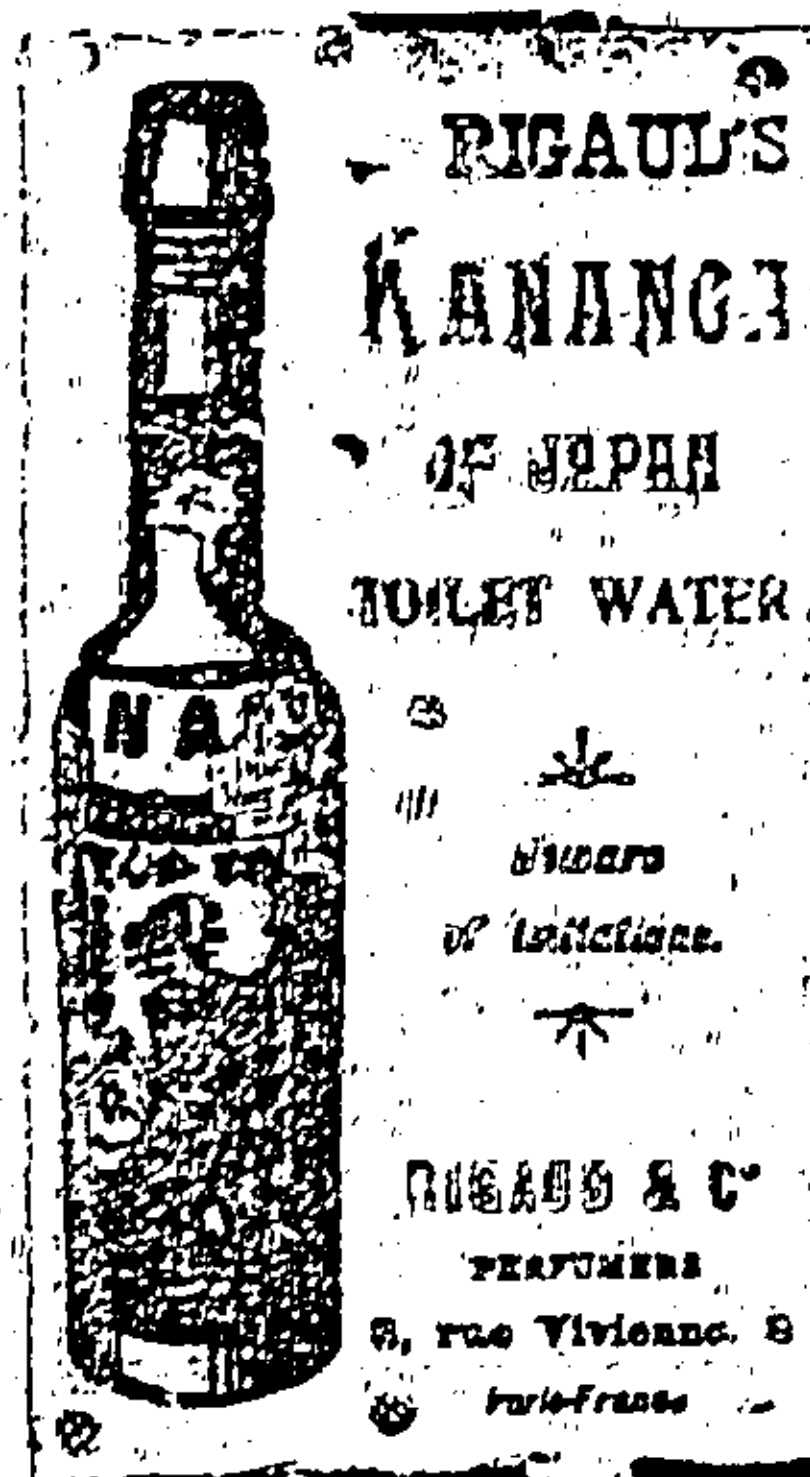
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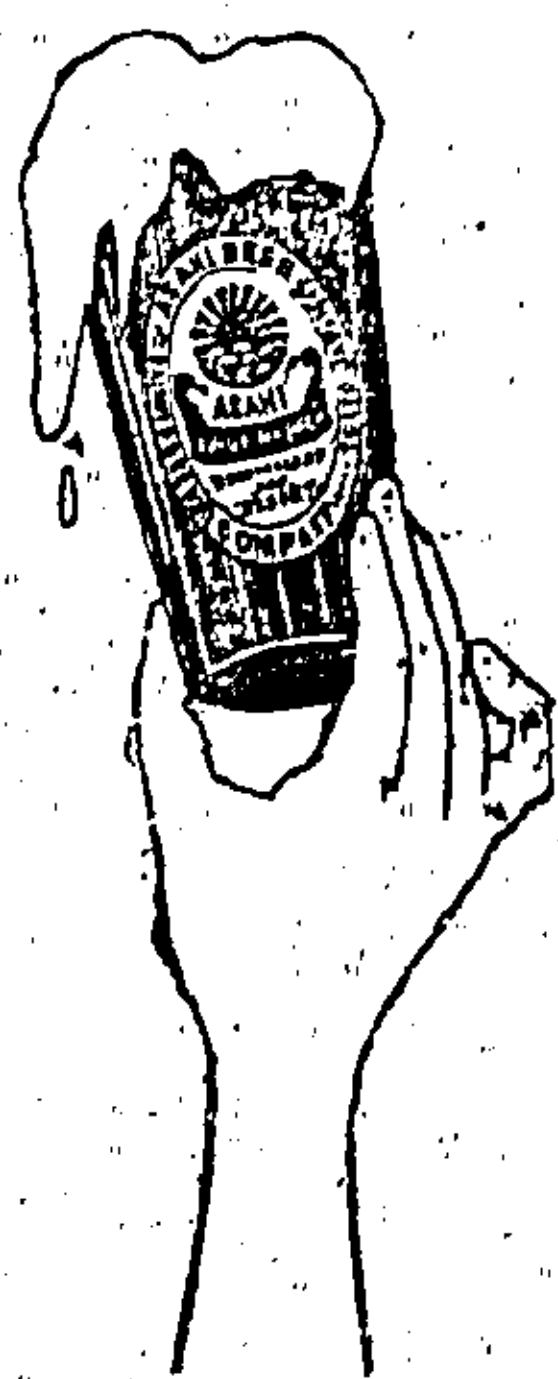
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TRADE AND INDUSTRY.

LABOUR LEADER ON LABOUR'S
MISCONCEPTIONS.

"Trade and industry are like Siamese twins—one cannot live without the other," said Mr. G. N. Barnes, M.P., speaking at Canton Hall on March 22nd under the auspices of the Industrial League and Council on "Some Delusions about Trade and Industry." Mr. H. E. Blain, C.B.E., assistant manager of the Underground Electric Railways and vice-president of the League, presided.

Beginning with the observation that he hoped for frank discussion, Mr. Barnes said that there was a common error in assuming that any one class was responsible for having started and for perpetuating the capitalist system. Capitalists were pictured as bloated beings devoid of human feeling or the bowels of the compassion. But he had found capitalists and proletarians pretty much of a muckness. Improvement in world conditions would never come through malice or class conflict. They were told that all our industrial troubles arose from the inequality of wealth distribution. Some of their friends told them that if higher wages were had the workman would be able to buy and everybody would be employed. But the problem was not quite as easy as that. The critics of the present system forgot that the British workman did not eat engines and ships and machine tools. He sold them to other countries, which paid for them in food and other materials. Our trouble generally arose because people abroad had not enough to pay for our manufactures. What, then, could happen if wages were further increased? But was there no way of cheapening goods than by squeezing labour? There were overhead charges to be reduced; there was better organisation to be considered; there was the method of co-operation between employer and employee. These were all methods which should be explored fully. One thing he would like to see done; that was to increase the number of producers by imposing higher taxes on parasitic consumers. Property had been far too tenderly dealt with. Industry had been too heavily burdened with hereditary idleness.

Another commonly-held belief was that bad trade and unemployment suited the employers' book. "I came in contact with some old workmen friends," continued Mr. Barnes. "They were engineers, quite up to the average in intelligence, and I asked them as to trade prospects. I was told that they could see no prospect of improvement and did not expect any, because, they said, it suited the employers' book to have bad trade and unemployment. Employers, they told me, created bad trade because they then took advantage of the fact to reduce wages. I ventured to point out to them that the employers' profits came from the employment of labour and it could not suit his interests to discharge men if he could employ them. In reply I was assured that the firm, the name of which was given me, had been fined £200 by the Employers' Federation because they had employed more men than was laid down by the Federation. This is really an illustration which is amazing and discouraging after fifty years of elementary education," continued Mr. Barnes, "and to put forward these instances as the cause of our present world-wide stagnation is somewhat startling. The whole attitude is so grotesque that it needs no refutation among intelligent and unbiased persons. But if a man thinks he is only going to be employed until the Employers' Federation may issue a fiat for dismissal, in which he may be included, then he is not likely to be interested in his work. He will do as little as possible and take things freely. It is this lack of effort which is the curse of industry. It brings no benefit to any man, woman, or child, and has no relation to any intelligible ideal. Its elimination would do much to restore employment and prosperity."

STANDARD WAGE.
Another fallacy which was particularly damaging, added Mr. Barnes, was the belief that if a standard wage for unskilled labour was set up by the public authorities then private employers must pay at least as much. It was this idea which led to the fixing of municipal employees' wages at about £4 per week. Here, again, was the same delusion in regard to wages and foreign trade. The policy was that they could get more out of industry than they put into it. All public expenses were charged on industry, no matter whether they were imposed by a local authority or by the Imperial Government. If rates were high, the prices of goods made in the particular area must inevitably go up, and the cost of production would rise proportionately, so, therefore, the chance of private employers paying above the municipal rates were lessened, instead of increased, by municipal extravagance. Engineers' wages were now below those of dustmen, and there was a movement for further reductions. The only chance of engineers' wages rising was by lessening the cost of production of engineering products. It was the same in regard to the transport of goods and the cost of coal. It was a fundamental error to think wages could be paid without any relation to output. "My view is that industry must be viewed from the productive end," said Mr. Barnes, in conclusion. "I know in times past labour has been exploited and underpaid. Now it has power, industrially and politically, and is, or has been, inclined to misuse it. We are all suffering as a consequence. Employers and employed must take a wider view of their duties and obligations. Each side ought to serve the community as well as their own interests. 'Some day,' he added, 'we shall get an ideal system of industry. But while waiting for that ideal we must carry on and make the best of the system under which we are living.'"

The chairman said Mr. Barnes had manifested a pluck which Britishers liked. He had said some bold and courageous things with regard to some of the tenets (Continued at foot of next column.)

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which many supporters of Labour held dear. He had not been ashamed or afraid to say some of the shibboleths, which he himself used, and probably used with great effectiveness, in days gone by, that with the lapse of time the growth of experience and a realisation of international facts it had been brought home to him that they were incorrect. On the other hand, he had said some things which would make him unpopular with the so-called capitalists. Nevertheless there was a ring of sincerity about his remarks which manifested an honest attempt to contribute something towards a solution of the problems troubling the nation to-day.

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BANGKOK via SWATOW	"YATSEING"	Tuesday	9th May	Noon
HAIPHONG via HONGKONG	"TAKSANG"	Wednesday	10th May	10 a.m.
TIENTSIN via TUNGTAU, WEIHAIWEI & CHEFOO	"CHONGSEING"	Wednesday	10th May	Noon
SHANGHAI	"HANGSANG"	Wednesday	10th May	Noon
STRAITS & CALCUTTA	"KUMSANG"	Wednesday	10th May	3 p.m.
SANDAKAN	"MAUSANG"	Tuesday	16th May	Noon
STRAITS & CALCUTTA	"KUTSANG"	Wednesday	17th May	3 p.m.

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Sialkot and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo calling at Haiphong when convenient.

BURNING LINE—Fortnightly sailings to and from Sandakan by two 3,000 tons steamers s.s. "HINSANG" and s.s. "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Obolof.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "KUMSANG" will be despatched on or about
Wednesday, 10th May, at 3 p.m., for SINGAPORE, PENANG
& CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT
SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

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GENERAL MANAGERS.

TELEPHONE No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.
OUTWARDS.

Vessel	Leaves Hongkong	Discharges
S.S. "GLENIFFER"	4th May	GENOA, LONDON, ANTWERP & HAMBURG
S.S. "RADNORSHIRE"	22nd May	GENOA, LONDON, ROTTERDAM & HAMBURG
M.V. "GLENBEG"	9th June	LONDON, HULL, ROTTERDAM & HAMBURG

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENOGLE"	4th May	GENOA, LONDON, ANTWERP & HAMBURG
M.V. "GLENAPP"	22nd May	GENOA, LONDON, ROTTERDAM & HAMBURG
M.V. "GLENHARRY"	9th June	LONDON, HULL, ROTTERDAM & HAMBURG
S.S. "CARNATIONSHIRE"	9th June	LONDON, HULL, ROTTERDAM & HAMBURG

Movements are subject to change without notice.
For freight or further particulars please apply to—

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(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP : ¥30,000,000

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Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MATSUYAMA

Company has on hand 21,176 Shares

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And under the Company's Management:—

Twenty steamers of about 9,100 tons deadweight each
Two steamers of about 6,400 tons deadweight each
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For Charter, Freight and other particulars apply to the

KAWASAKI KISEN KAISHA.

50, 51, BAKER ROAD

SHIPPING NEWS

ARRIVALS.

May 3rd.
Kastern, British str., 3,368 tons, Capt. J. C. de C. Gibbons, from Australia, with a general cargo.—Mackenzie & Co.
 May 4th.
Amur, Japanese str., 5,823 tons, Capt. H. Chiba, from Singapore, with rubber and rice.—O.S.K.
Danera, British str., 3,460 tons, Capt. Walker, from Shanghai, with a general cargo.—Mackenzie & Co.
Hsiao Kian, Chinese str., 1,115 tons, Capt. Y. Thavik, from Saigon, with rice.—Wander S.S. Co.
Kiangsu, British str., 1,154 tons, Capt. Litch, from Bangkok, with a general cargo.—B. & S.
Kuichow, British str., from Canton.
Kunming, British str., 2,077 tons, Capt. T. Grant, from Calcutta, with a general cargo.—J.M. & Co.
Longhai, British str., 1,220 tons, Capt. G. McAdam, from Shanghai, with a general cargo.—B. & S.
Luchow, British str., from Canton.
Macassar, Japanese str., 2,494 tons, Capt. C. Hidaka, from Sourabaya, with a general cargo.—Nanyo Yusen Kaisha.
Sinkiang, British str., from Canton.
Soochow, British str., from Canton.
Taihu, Japanese str., 3,431 tons, Capt. M. Matsuyama, from Hamburg, with a general cargo.—N.Y.K.
Tsushima, Japanese str., 2,678 tons, Capt. T. Tsugura, from Keelung, with a general cargo.—Yamashita & Co.

CLEARANCES.

May 4th.
Bangka, for Bangkok.
Bintang, for Batavia.
Blossom Heath, for Manila.
Bushu, for Saigon.
Danera, for Singapore.
Hsiao Kian, for Bangkok.
Makon, for Saigon.
Nam Wah, for Swatow.
Sinkiang, for Amoy.
St. Albans, for Manila.
Tsushima, for Singapore.

PASSENGERS.

ARRIVALS.
 For s.s. **Empress of Asia** on May 3rd.—Mr. W. N. Robertson, Mr. Forster, Mr. and Mrs. V. L. Herrera, Mrs. C. Jarvis, Mr. Kurt Leube, Mr. and Mrs. Mannering, Mr. M. J. Media.

SHIPPING MOVEMENTS.

The s.s. **Gorjistan** (China Mail S.S. Co.) will sail for Singapore, Batavia, Samarang and Sourabaya via Amoy on May 8th, at 3 p.m.
 The R.M.S. **Empress of Asia** arrived at Nagasaki on May 4th, at 7.30 a.m., left there 5 p.m., and is due at Shanghai today (May 5th), at 5 p.m.
 The N.Y.K. s.s. **Tottori Maru** (Hamburg line) left Tsingtau for Hongkong on May 3rd, and is expected here on May 8th.
 The N.Y.K. s.s. **Bombay Maru** (Bombay line) left Kobe for Hongkong via Moji on May 3rd, and is expected here on May 11th.
 The B.I. s.s. **Terranova** from Rangoon for Hongkong and Shanghai is expected to arrive at Hongkong on or about the 15th instant.

VESSELS EXPECTED.

Empress of Asia, due May 10th, 11 a.m.
Jeyapore (P. & O.), due May 9th, about 8 p.m.
Khyber (P. & O.), due May 6th, about 8 a.m.
Kidderpore (P. & O.), due May 12th.
Mishima Maru (N.Y.K.), due May 10th.
Shingo Maru (T.K.K.), due May 16th.
Takada (B.I.), due May 13th.
Wray Castle (Dodwell-Castle), due May 10th.

TROUBLE ON A STEAMSHIP.

Sensational charges were made at Bow Street, London, against James Avern, Captain of the **Moreton Bay**, accused of assaulting Burns, the second steward. After the vessel left Colombo, trouble arose among the crew. The Admiral crew had been discharged and were being conveyed home by the same vessel. Friction was created owing to restrictions placed on the men's movements. The Captain accused Burns of making trouble and struck him twice on the face. In the Indian Ocean matters became more serious and Burns was placed under restraint. He escaped, however, but was then caught, bound and confined. The Captain made a statement that the ladies complained of the men's conduct. Burns and others were sent forward. Burns disobeyed and was then arrested. In the interests of the passengers it was necessary to maintain discipline. It was necessary to bind him because he was violent. Surgeon Southwick expressed the opinion that Burns was mentally unsound, making threats to murder the officers, and it was necessary to handcuff him. The Magistrate dismissed the case, saying that the use of force was necessary.

THE EAST ASIATIC CO., LTD.,
COPENHAGEN.

The M/S. "MALAYA"

will be loading for DUNKIRK, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN PORTS. about 7th June.

Further Sailings.	Expected on or about	Will leave for above ports on or about
S/S. "Transvaal"	20th May	27th June
M/S. "Jaya"	10th June	18th July
M/S. "Peto"	25th June	1st Aug.
M/S. "Afrika"	24th July	1st September.

Subject to change without notice.

For further particulars please apply to—

MANNERS & BACKHOUSE, LTD.
Agents

SHIPPING NOTES.

Replying to the toast of the "Shipping Industry" at the annual dinner of the Chamber of Shipping in London, Sir William Noble said that the shipping industry had a bad time but he thought it was now approaching convalescence—if it was not actually on the road to recovery. In their industry a sane and reasoned optimism was one of the best aids to recovery while a cynical pessimism could only prolong the period of distress. We had passed through many similar experiences and we were proud to know that we were still the greatest maritime nation in the world. The British Mercantile Marine had developed because of economic necessity and that fact might give us confidence when we were tempted to fear the friendly—or even the unfriendly rivalry of competitors who had been actuated more by sentiment than national need. Our shipping industry ranked after agriculture as the largest of our national commercial pursuits. The mercantile marine was vital to this country and whenever he was tempted to be depressed he reflected that no essential industry could be kept permanently on an uneconomic basis—it must ultimately find its commercial level. He pleaded guilty to being an incorrigible optimist.

Sir Frederick Lewis, Bt., was elected president of the Chamber of Shipping of the United Kingdom at the annual meeting held at Skinner's Hall. In the course of his address he said he was speaking while they were in the deepest depression that shipping had ever experienced but he was not going to join the ranks of the pessimists. They still believed in the four "P's"—freedom of the seas, freedom of ports, freedom of trade, and freedom of contract. A sad effect of the present depression was the unemployment among merchant marine officers and seamen, of whom 20,000 were out of work. Everyone felt that the industry must not let its men down during the hard times, but it was manifestly impossible for any shipowner to carry on indefinitely if his ships were to be run at a loss or laid up through excessive operating costs. Dealing with the question of State-owned shipping and State subsidies, Sir Frederick urged that nationalised industries were not justified unless private enterprise had failed to meet the legitimate needs of the country. Shipowners asked the Government to help them and the whole community by cutting down all unnecessary expenditure on the national services and they looked for relief from the present burden of taxation. Regarding the future, let them set themselves to the task of making our shipping the most efficient in the world, that they might regain their heritage of being the world's chief ocean carriers and be ready for trade revival when it came.

WEATHER REPORT.

May 4th, at 12.10.—Pressure is highest over the Sea of Japan. It has increased considerably over central Japan and slightly at Vladivostok and over the Benin. Changes at other reporting stations are slight.

A shallow depression lies over Tongking. There are indications of typhoon near Guam, moving northward.
 Hongkong Rainfall for the 24 hours ending at 10 a.m., 4th May, 0.47 inch. Total since January 1st, 15.08 inches, against an average of 12.57 inches.
 The forecast for the 24 hours ending at noon to-day is as follows:—
 Direction: E. winds, moderate; overcast, drizzle or mist.
 Formosa Channel: N.E. winds, fresh.
 South coast of China between Hongkong and Lamook: No. 1.
 South coast of China between Hongkong and Hainan: No. 1.

HONGKONG TIDE TABLE

From 5th to 11th May, 1922.									
HIGH WATER.					LOW WATER.				
Day of Week.	Day of Month.	H. from Standard Time.	Height.	H. from Standard Time.	Height.	Day of Week.	Day of Month.	H. from Standard Time.	Height.
Fri.	5	5 1	4 5	9 15	3 8	Sat.	6	5 1	4 5
Sat.	6	5 51	4 9	11 15	1 5	Sun.	7	6 33	3 4
Sun.	7	6 33	3 4	0 9	1 5	Mon.	8	7 9	5 8
Mon.	8	7 9	5 8	0 53	1 6	Tue.	9	7 44	5 8
Tue.	9	7 44	5 8	1 23	2 1	Wed.	10	8 18	6 7
Wed.	10	8 18	6 7	2 27	2 0	Thur.	11	8 52	7 0
Thur.	11	8 52	7 0	2 42	2 2				
				3 38	2 6				

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May 30th. July 6th.

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May 8th, 3 p.m.

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LLOYD TRIESTINO.

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FOR SHANGHAI

S.S. "TRIESTE" ... sailing early in May.

S.S. "VENETIA" ... sailing on or about 4th June.

FOR BRINDISI, VENICE & TRIESTE

S.S. "PERSIA" ... sailing on or about 12th May.

S.S. "TRIESTE" ... sailing on or about 2nd half of June.

S.S. "VENETIA" ... sailing on or about 2nd half of June.

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Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

(To be transhipped at Kobe into YOKOHAMA MARU)
MAISELLES, LONDON & ANTWERP ... Monday, 12th June, at 11 a.m.
HAKONE MARU ... Wednesday, 17th May, at 11 a.m.
SUYA MARU ... Friday, 28th May, at 11 a.m.
HAMBURG via DUNKIRK, LONDON & ROTTERDAM ... Friday, 5th May.
TOTTORI MARU ... Sunday, 4th June.
GIVERPPOOL via MARSEILLES and VALENTOIA ... Tuesday, 16th May, at 11 a.m.
TATSUNO MARU ... Tuesday, 20th June, at 11 a.m.
SYDNEY & MELBOURNE via Manila, &c. ... Friday, 5th May.
ART-MARU ... Tuesday, 16th May, at 11 a.m.
TANGO MARU ... Tuesday, 20th June, at 11 a.m.
NEW YORK via PANAMA ... Friday, 5th May.
LISBON MARU ... Friday, 5th May.
NEW YORK via Suez ... Friday, 5th May.
RIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE ... Beginning of June
KAWACHI MARU ... Beginning of June
SOMBAY via Singapore, Penang and Colombo ... Beginning of June
CAIROUTTA via Rangoon ... Saturday, 6th May.
AKITA MARU ... Saturday, 6th May.
NAGASAKI, KOBE & YOKOHAMA ... Friday, 19th May, at 11 a.m.
TANGO MARU ... Friday, 19th May, at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA ... Thursday, 11th May, at 11 a.m.
MISHIMA MARU ... Friday, 2nd June, at 11 a.m.
SADO MARU ... Friday, 2nd June, at 11 a.m.
 For further information apply to— **NIPPON YUSEN KAISHA**
 Telephone Nos. 292 & 293. K. H. KAMEI, Manager.

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 Leave Hongkong 15th May.
 "West Prospect" ... Due Hongkong 11th June.
 Leave Hongkong 18th June.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

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"West Farallon" ... Due Hongkong 24th May.
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FOR HAIPHONG via Hoihow & Pakhot

S.S. "TAIKWA MARU" ... on or about 11th May.

FOR KEELUNG via Swatow & Amoy

S.S. "HOZUI MARU" ... on or about 11th May.

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